## NEW MEMBERS.

The following new members took the oath and signed the rolls :—

1. Rajyasevapravina Khan Bahadur G. S. Abdul Karim Sahib Suhrawardy (*Inspector-General of Police.*)
2. Mr. S. N. Ure (*Public Service Commissioner.*)

## DEMAND IX—COMMERCIAL TRANSPORT.

**Mr. E. G. Salter** (*Director of Transport*) : Sir, I rise to move for a grant of Rs. 15,60,304 under Demand IX—Commercial Transport.

**Mr. K. K. Kuruvilla**: Sir, I rise to discuss the question of over-crowding in buses. If I ask the Director of Transport to increase the number of buses he will immediately raise the objection by saying that the war is at hand and that materials will not be available. The abolition of the Express buses does not very much help and I understand that it is not contemplated.

There are two kinds of over-crowding, over-crowding at stations and over-crowding in the buses. It has been found necessary that even in the Express buses one should be escorted by a few young people so that one may not get injured. I myself have been escorted by these younger people. Other people also come to help. One difficulty is that the buses do not stop enough time so that those who come early may get in first. When we go to a railway station we find that the trains stop for half an hour or so so that the passengers may get in conveniently. Even a couple of months ago when I came here, along with me there were the Chief Justice of the High Court, and the Director of Public Health. They too rushed in to find accommodation. We were all waiting for 20 to 30 minutes for the Express. So I would suggest that the Director will see that the buses are stopped at important stations for 20 or 30 minutes so that the men or women who come earlier may take their seats early enough. I do not see any reason why that arrangement cannot be made. Why should these buses stop for 4 or 5 minutes only ?

**Mr. M. K. Ananthasiva Aiyar**: Has the member any objection for the seats being reserved ?

**Mr. K. K. Kuruvilla**: I have no objection. In regard to the over-crowding in the buses, that is a matter which has to be seriously taken into consideration. In Travancore women have begun to travel along with men. Unlike in the West we in the East feel that our women are as strong as ourselves and therefore we need not pay any particular attention to them, whether they go in the over-crowded buses or in other places. The other day a conductor at Kottayam told me that there were even accidents while men and women were rushing into the buses.

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[Mr. K. K. Kuruvilla.]

I have to make a suggestion. I do not think it is necessary that tickets should be issued for short distances. Take for example, that a man wants to go from Kottayam to Pallam or from Thiruvella to Chengannur. In fact these people get into the buses before others who want to go long distances. Those who can afford to find money can engage taxies or bullock carts for that purpose and others can very well walk. If these people also rush in what are we to do if we want to travel from Kottayam to Kottarakara or from Kottayam to Trivandrum? So I would suggest that tickets need not be issued for short distances or at least the buses need not stop just like the Express in these stations.

**Mr. T. Krishna Pillai:** Suppose such people are prepared to pay the charge for the long distance?

**Mr. K. K. Kuruvilla:** That is another point to be considered. If a man is willing to pay the charge for the long distance even though he travels for a shorter distance, then that is a matter for consideration. But I think they will prefer to walk or engage a taxi rather than pay for the long distance.

**Mr. K. M. Kesavan:** May I know what would be the condition of those who cannot either walk or are not able to engage taxies?

**Mr. K. K. Kuruvilla:** Taxi is not the only means of conveyance. In all important towns there are rikshaws. Rikshaws are available in Kottayam, Thiruvella, Alleppey and Changanacherry and other places. They can make use of them. I am not saying that these are the only means of overcoming the difficulty. I am putting this matter only for the serious consideration of the Government and the Director. I am not offering solution for every difficulty that we come across.

**Mr. Kochikal P. Balakrishnan Tampi:** May I know whether the member has any objection for the reservation of seats?

**Mr. K. K. Kuruvilla:** With regard to the reservation of seats, all seats cannot be reserved. Only a few seats can be reserved. If that can be done in the Express service, probably that will be an advantage to the people. At present we are not quite sure whether we could actually get into a bus and reach a certain place. Either petrol should be supplied or buses should be made available to us. I am told that the question of reservation is under the consideration of Government. But it is said that payment should be made for the whole distance. If I want to travel from Kottayam to Kottarakara I must pay the whole fare from Kottayam to Trivandrum. I do not know how far I am correct. I think there is only a charge of 8 annas for reservation in Railways. For reserving a seat to travel from Madras to Ernakulam we have to pay

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only 8 annas. So, if there is some arrangement say, half a rupee for Kottayam to Kottarakara, and Re. 1 for Kottayam to Trivandrum services as reservation fee, I think it will be of some advantage. Perhaps the charges I mentioned may be too much. In some way or other an attempt must be made by the Department to prevent over-crowding, instead of saying that the Department cannot get materials from outside or that they cannot put additional buses. Now even 80 people are allowed to get into a bus one man crushing against the other. That is not the application of intelligence into the system. The distress works in a circle. We allow more people because there are only few buses. Because of over-crowding the buses break down.

**Mr. K. M. Kesavan**: Will the honourable member point out one instance where a bus has broken down because of over-crowding.

**Mr. K. K. Kuruvilla**: I am not on the lookout for these things. I am told that there are a number of buses which are out of order in the Transport Director's workshop. He will be in a better position to enlighten us on that point.

**Mr. K. M. Kesavan**: May I know whether the member has perused the Administration Report and found out the cause for the break down?

**Mr. K. K. Kuruvilla**: I am only suggesting certain causes. There may be other causes also. I do not confine to what is said in the Report alone.

**Mr. G. Narayana Aiyar** (*Parur, Kunnatnad and Muvattupuzha* cum *Devicolam*): In supporting the demand, as suggested by my friend Mr. Kuruvilla, I also would suggest that it is highly necessary to take the buses to the starting place at least 25 minutes before the due time for the departure. I also wish to make one suggestion as regards the Express Bus. Only after ascertaining whether there are through passengers, small-distance travelling passengers should be admitted. Some time may be set apart to ascertain whether there are through passengers. After the elapse of that particular time, other passengers who have to travel less distance may be admitted. That will be a source of greater income and more convenience to those who travel long distances.

I cannot understand why the Transport service is not extended to the northernmost parts of the State. Want of proper number of buses cannot be a justifying cause for not extending the service. There are several disadvantages in not extending the service to northern Travancore. I shall point out one defect. Now the Anchal service starts from Parur by about 8-30 whereas the British Post starts from there at about 12'0 clock so that those who want to send letters to Trivandrum can take advantage of the Postal

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[Mr. G. Narayana Aiyar.]

system rather than the Anchal because the Postal service starts late and reaches Trivandrum earlier. That, I submit, is a source of loss to the Government. I understand that the Anchal authorities are prepared to start the Anchal service side by side with the Post at about 12O' clock provided the Transport Department takes up the service from Parur to Kottayam. If we start the Anchal service at about 12O' clock we can conveniently reach Kottayam before 3O' clock so that the service can be continued to Trivandrum side by side with the Post.

**Mr. James Fletcher**: May I know whether the Postal letters are being taken by the Transport buses or by private buses?

**Mr. G. Narayana Aiyar**: So far as service up to Kottayam is concerned it is taken by private buses. But the Anchal Department cannot rely on private buses to start late. Now private buses which start from Parur by about 8-30 reach Kottayam only by 3-15 or 3-30 P. M. For travelling a distance of about 66 miles the time taken now is about 7 hours. That is too much. If an Express Transport service is started at about 12 or 1 the same can reach Kottayam in about 3 hours and in time to catch the express to Trivandrum which leaves Kottayam by 4 P. M. Anchal Department has not, I understand enough of confidence in private buses to start late.

Even then, the post starts only by 12-30. The Anchal bus starts earlier. Everybody takes advantage of the bus which starts later and reaches earlier. Therefore, I suggest that atleast 2 Express Buses should start from Parur so that there may be continuous communication from the Northernmost part of the State to the Southern-most part. I cannot understand why the service should not be taken from Kottayam to North Parur. Every part of the State has to be benefited. But I know, as a matter of fact, that it is not possible to run a large number of buses as is being done in the case of Trivandrum-Kottayam line. Why not make one or two express buses run from Parur to Kottayam so that the whole State may take advantage of this service.

**Mr. M. K. Ananthasiva Aiyar**: Sir, I have to state, at the outset, that sufficient number of buses are not available to keep up with the traffic demand of the State though the Transport Department has taken the monopoly in the matter of running this public utility service on certain lines. Therefore, I would suggest that some of the lines may be dropped or given over to some other private agencies. But the Department need not give over such of the lines to which the Department could do full justice. It has

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been found that the Department is able to supply the demand of the travelling public with regard to certain localities. If they have got buses only to run the Trivandrum—Cape line it would be well for them to confine their attention to that line alone. They should see that the public are not put to much inconveniences. Instead of that, without having buses in their hands in sufficient numbers to cope with the demand they take the monopoly of the whole State and at the same time say that they have not got enough buses and allow over-crowding. So, what I want to suggest is, let them confine their attention to certain localities and let the other places where they cannot do full justice to be handed over to the private agencies. There are some lines which are working satisfactorily, for example, the Quilon-Alleppey line. I ask whether my suggestion could not be considered by the Director of Transport.

There is also another thing to which I want to draw the attention of the House. When there is a break-down on the way there is at present absolutely no provision to make any repair to the bus then and there and as a consequence the travelling public are put to much delay and inconvenience. A few days back I had to travel by the beach bus. I think, Mr. Kunjan Pillai, the Chief Secretary to Government was also travelling along with me in the same bus. When it reached the Rubber Factory, some rod-like thing fell down from the bottom of the bus with a jerk upwards with the result it struck against the plank. Fortunately I was not hit, otherwise I would not have been able to come here today. Soon after that the conductor went to the Police outpost at the beach and phoned to the Transport Garage. I had to attend a meeting of the Credit Bank and so I wanted to catch the next bus. I did not get it. Therefore, I had to walk up to the Pettah Railway Station and hire a jutka. On the way I saw another bus coming to the rescue of the other bus. But I found that bus also in a disordered condition stopping at the General Hospital Junction. But if each and every bus is driven by a driver who is also proficient in making slight repairs this could be averted. Even if the drivers know how to repair slight disorders they are not provided even with a screw drive, to fasten a loosened nut.

**Mr. T. Krishna Pillai** : Is there not a rule to the effect that the drivers should not handle with the engine of a bus ?

**Mr. M. K. Ananthasiva Aiyar** : That is an impracticable thing. When buses were run by private agencies they had taken sufficient precautions against such break-downs. Now, I have to say a few words about the accommodation in the buses. I have travelled both in the ordinary bus and in the Express Bus. So far as entering into the Express Bus is concerned the scene makes one remember about the rushing in of dogs when the Oottupura



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[Mr. M. K. Ananthasiva Aiyar.]

door is opened after the Brahmins are fed in the Vaikom Oottupura. No one with any selfrespect could enter into an Express Bus. Only strong and stalwart people can find an entrance. To avoid rush some system of reservation of seats should be provided for in the Express Buses.

**Mr. T. K. Kitten**: വൈക്കത്ത് അമ്പലത്തിൽ പട്ടി കയറുന്നതും ടാൻസ്പോർട്ട് ബസ്സുകളും തമ്മിൽ എന്താണ് ബന്ധം?

**Mr. M. K. Ananthasiva Aiyar**: വൈക്കത്ത് അമ്പലത്തിൽ ഊട്ടുപുരയുടെ വാതിൽ തുറക്കുമ്പോൾ പട്ടികൾ ഓടിക്കയറുന്നതു പോലെയാണ് ബസ്സുകൾ നീൽക്കുമ്പോൾ ആളുകൾ അതിൽ ഓടിക്കയറുന്നത്. ടാൻസ്പോർട്ടുബസ്സുകളിൽ ഉള്ള ജോലിക്കാർ ആളുകൾ വന്നു കയറുന്നതിനെ പട്ടികൾ കയറുന്നതുപോലെയേ വിചാരിക്കുന്നുള്ളു എന്നാണ് അർത്ഥം.

**Mr. V. Sankara Menon**: Do the passengers enter the bus voluntarily or by any compulsion ?

**Mr. M. K. Ananthasiva Aiyar**: Certainly they are not invited. But there is no other go for them. Sir, I have to mention here another fact also in connection with neglected condition of these buses. During rainy seasons nobody can travel in these buses without umbrellas. In most cases as all these buses are overcrowded you cannot open your umbrellas to prevent yourselves from being drenched. Therefore I request the Director of Transport to kindly see that the tops of these buses are properly repaired.

**Mr. Kochikal P. Balakrishnan Tampi**: Sir, I rise to support the demand. I had believed in many horrid things that this Department is capable of before I had the honour of attending the meetings of the Transport Advisory Committee. In fact my case is similar to that of a person who "came to scoff but remained to pray." It is very uncharitable to the honourable members of this House to complain that all the amenities of travel are not available now, especially at this war time. Over-crowding has not been purposely designed by the Department. But it can be minimised only by the enhancement of fares. Even if the Department has got sufficient number of buses and sufficient quantities of petrol and also a good stock of spare parts and other things necessary for a successful service, national duty consists in conserving them as far as possible. Now, all the world over they are restricting travel. Leaders of people as my honourable friend on my left, should exert their influence on the public and discourage them from holidaying during war time.

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As regards the condition of many of the buses the Department themselves will admit that it is far from being desirable. But when paint has gone up so much in price, and when paint is not available, and when spare parts are not available, I think we ought to congratulate the Department for having a good show in the matter.

As regards the suggestion of Mr. Ananthasiva Aiyar, to make every motor driver an automobile engineer, I think, the Government, directly or indirectly, will certainly question the wisdom of such a course. A driver who is paid Rs. 20 or Rs. 25 is not an automobile engineer to be trusted.

**Mr. T. Krishna Pillai**: May I know whether the honourable member is aware that most of the buses stop on the way not because of any grave defects of the engines but because of slight mistakes which can be repaired by duly qualified drivers.

**Mr. Kochikal P. Balakrishnan Tampi**: The diagnosis in many cases is simple. But it is always not so simple to effect cure. The random improvisation of a casual engineering skill of the driver may result in great losses to the Department and more so to a commercial department.

**Mr. James Fletcher**: Is my honourable friend aware of the fact that most of the private car owners have their drivers who are able to make simple mechanical repairs of the car?

**Mr. Kochikal P. Balakrishnan Tampi**: I fully appreciate the admiration of my learned honourable friend for the engineering skill of the drivers of private car owners. But the question is whether we can trust their casual knowledge or skill in mechanics. Although it may cause slight inconvenience to the travelling public it would be well advised not to entrust these engines to the engineering skill of the driver. Men who have thoroughly studied the intricate machinery of these engines, they alone are competent to deal with that.

**Mr. Thomas Chandy Mukkadan**: ഇഞ്ചിനിയറിംഗിന്റെ പ്രാഥമികപാഠങ്ങൾപോലും പഠിച്ചിട്ടില്ലാത്ത ട്രാൻസ്പോർട്ട് ഡ്രൈവറന്മാർ ബസ്സുകൾ ഓട്ടിക്കുന്നതുകൊണ്ടാണ് ഇപ്രകാരം സംഭവിക്കുന്നതെന്നു മെമ്പർക്ക് അറിയാമോ?

**Mr. Kochikal P. Balakrishnan Tampi**: I am glad Mr. Mukkadan appreciates my point.

**Mr. T. Krishna Pillai**: May I know whether the honourable member is aware that there are drivers who are also proficient in motor engineering?

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**Mr. Kochikal P. Balakrishnan Tampi:** I believe that my honourable friend Mr. Mukkadan is not connected with the propellation of any motor vehicle. Now, Sir, I have only very ample reasons to congratulate Mr. Salter on the working of this Department.

About the difficulty in catching a bus or a train, that is the same all over the world. When my friend graphically described in picturesque language about the difficulties of the public in the matter of transport buses, what I say is, that the shoe makers thoughts will always smell of leather. That is the sort of feeling one particularly has. I am at one with Mr. Kuruvilla in not underestimating what the feeling of the travelling public has been in getting into a bus at a particular time. I think the Advisory Committee have recommended that a provision may be made for the reservation of seats beforehand in Express Buses. I think the Director of Transport will consider that question in the Express Buses and see that tickets are issued a few minutes earlier than the starting time.

**Mr. T. Krishna Pillai:** Sir, my previous speaker was rather expatiating on the proposition that the drivers should not handle the machines in a bus when that gets out of order on the way. Recently due to the rationing of petrol, I had occasions to travel in one of our transport buses. On more than one occasion I have found these buses stopping on the way certainly not due to serious mechanical defects but due to such a small mistake as the misfiring of a plug or the closing of an idling or slow-speed jet of the carburretter. And there is no gainsaying the fact that much defects could be remedied by an ordinary driver. No skilled auto-mechanic or engineer is needed for such repairs. I learn that the Director of State Transport has issued stringent orders to the drivers that whenever a machine gets out of order, whether the mistake is serious or not they should not attend to that and the bus should be left on the road to be repaired conveniently by a mechanic of the workshop. This rule is eminently mischievous, if not absurd, and I wish the Director, who is a clever driver of experience, would relax it and allow the driver to effect minor repairs when the buses turn defective in the course of a trip. Whenever serious mistakes occur, there are expert mechanics to attend to that matter.

In the matter of over-crowding, the difficulties and hardships of the travelling public have been very picturesquely described by some honourable members and I do not wish to detail more. One method now adopted for over-coming this difficulty in Express Buses is in this manner. The travelling public send in advance stalwart young men early *i. e.*, long before the starting time of the bus to reserve

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seats in Express Buses. When the actual starting time comes, they will come and replace these young men. My humble submission is that this kind of system should not be permitted any more. As was pointed out here I am also in favour of enhancing the rate of fares, even double or treble the ordinary rate, in the Express Buses, as it is the well to do and the very needy alone that resort to this luxurious conveyance.

Another point about which I should draw the attention of the Director and Government is the step-motherly treatment meted out by the Head of the Department in regard to promotions in his office. There are the ministerial branch as well as the technical (engineering) staff. Had it not been for the fact that this Department is to be made permanent from 1-1-1118, I would not have urged this point. It is noticed that a graduate entering in this Department as a conductor starts on Rs. 25-40. Fortunately, if he proves himself inefficient in that work, he is transferred to the ministerial staff where he has opportunities of rising up to higher grades as 40-70/75-100 and so forth like other ordinary graduate clerks, whereas, the unfortunate but efficient graduate conductor is to remain on 25 to 40 grade, with absolutely no prospects for promotion to higher grades. Once a conductor, always a conductor is the case of a graduate, who is in the operative section of the Department. This state of affairs requires looking into, and speedy change is called for. I wish that the Director would remove this anomaly and injustice and thus improve the tone and efficiency of the Department.

**Mr. E. G. Salter**: Does the honourable member then suggest that the qualification for a clerk is inefficiency?

**Mr. T. Krishna Pillai**: It is a very simple question. A graduate who is a total failure as conductor may be a brilliant clerk. What I stress is that a graduate appointed as a conductor turning incompetent to continue as a conductor is ordinarly drafted on to the ministerial staff of the Department gets thereby a preferential treatment in the matter of promotions to higher grade, which is, undoubtedly an unfortunate state of affairs that should not be suffered to continue. Indeed there, is considerable heart-burning among the members of the operating section due to the preferntial treatment given to their compeers in the ministerial staff and I trust the Director will take the earliest opportunity to remove this grievance, especially because from coming first of Chingom the Transport Department becomes a permanent Department of the Government.

**Mr. N. Krishna Ayar**: Sir, I support the Demand. This Department is a utility concern in the State apart from its commercial side. It is noteworthy that the Department is going to

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[Mr. N. Krishna Aiyar.]

be made permanent from next year. There are a good many employees both on the technical and general side in this Department and I am glad they are to be given security of office and tenure.

I wanted to speak about the system of accounts obtaining in this Department. The Financial Secretary in his budget speech had already adverted to the fact of disparity in the figures of Government accounts being kept on cash basis and the departmental accounts being kept on commercial basis and said that they could be reconciled. It was a puzzle to the public at large that, while Government accounts show a loss, the Departmental accounts show a profit. I believe that by shifting the value of unused stocks to the capital account, it will be quite possible to reconcile the accounts. I do not propose to expatiate on the subject because in the course of an informal conversation that I had with the Financial Secretary, he expressed to me how such a reconciliation has already been made. Hence, there is no need for any more puzzle on the part of the public under this item. All the same, the profits derived from such a large commercial undertaking seems to be rather out of proportion to its scope. After allowing for depreciation charges, the profits earned are not quite commensurate with the income derived from the concern. The profits derived comes to only 3 to 4 p. c. whereas we find in other similar concerns, like the Alleppey Motor Syndicate, the Kottayam-Alwaye Syndicate, declaration of large profits and interim dividends. I think a Department which has got the monopoly of transport over about half the area of Travancore should show still larger profits. The fact that it shows only a lower percentage of profits bespeaks something wrong somewhere. Viewed from another aspect as a utility concern, if as a matter of fact the figures show a real profit of at least 4 p. c., there is no justification for increase in fares. All that I wish to point out is that this Department and Government would bestow their best attention to those aspects when considering the question of increasing the fares. That leads me to suggest that there is a possibility of bringing about better economy as well, in the administration of that Department.

Then I may express something about the Express buses. It was my unfortunate experience to see that most unseemly sight at the Express bus stand a few days ago—I am referring particularly to the Express bus which leaves Trivandrum at 3-45 P. M. to Kottayam. It was rather an unseemly sight where a large number of people, more than double the number who could be accommodated in the bus, waiting for hours together and the bus

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coming up at the nick of time when people rush in for seats, with the result of breaking their bones, losing of umbrellas and purses tearing of shirts and in short resulting in injury, both bodily and mental. That is the position. I thought then that this could be easily avoided by the reservation system or by issuing tickets half an hour before the departure time of the bus as is obtaining in the railway department. By doing so, only those who have got tickets could enter the bus one by one and such an unseemly sight could be avoided.

**Mr. T. Krishna Pillai:** In that case, will there not be another sort of rush for getting tickets also?

**Mr. N. Krishna Aiyar:** After issuing the necessary number of tickets, further issue could be stopped.

**Mr. K. N. Kesavan:** Then, how can one get tickets when there is such a huge rush?

**Mr. N. Krishna Aiyar:** Though there may be difficulty for that, there is no possibility of having serious injury such as losing of umbrellas, breaking of bones and so forth. The person can wait for the next bus and difficulties in that connection have already been described by other honourable members.

**Mr. Thomas Chandy Mukkadan:** കന്നം രണ്ടും മണിക്കൂറുകൾക്കുമുമ്പ് അളുകൾ സ്റ്റാൻറിൽവന്നു വെയിറ്റുചെയ്യുന്നതായി മെമ്പർ പ്രസ്താവിച്ചു. ഏതാനും മിനിട്ടുകൾക്കുമുമ്പു ടിക്കറ്റു കൊടുക്കുവാൻ ഏർപ്പാടുചെയ്തിരുന്നാലും ബസ്സിൽ കയറാൻ ഉണ്ടായ തിക്കും തിരക്കുംപോലെയുള്ള ബുദ്ധിമുട്ടും കഷ്ടപ്പാടും ടിക്കറ്റു വാങ്ങിക്കുവാനും ഉണ്ടാകുകയില്ലേ?

**Mr. N. Krishna Aiyar:** That is what I am coming to. There are also other irregularities. An Express bus is expected to arrive at the stand five minutes before its departure. One day even when it was lying in garage, people had occupied seats. During the course of transit too, *i. e.* between the garage and the Bus stand, people are allowed to get into it. At the stand also, people are allowed to rush. With all this travail of getting into the Express bus by physical competition, we find break-downs in the way. There is a very good workshop in the Transport Department assisted by a large number of machanics. Express buses are expected to take passengers in time. They also get larger fares. The Department must at least see that no break-down occurs in Express buses. Break-downs are not rare. In one of my trips from Kottayam to Trivandrum some time back, there was a

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[Mr. N. Krishna Aiyar.]

break-down at Kottarakara. The reason given by the conductor was that usually petrol is mixed with kerosine. That particular day, there was too much of kerosine, mixed with petrol.

**Mr. E. G. Salter :** Does not the honourable member know that mixing of kerosine with petrol is an offence ?

**Mr. N. Krishna Aiyar :** I know that fully well. I questioned the conductor. He explained that the instructions were such. Therefore I was surprised to hear that such instrutcions are ordered to be carried out. The fact is there was a break-down and there was such an explanation.

**Mr. K. M. Kesavan :** Then, may I know why the member failed to report the matter to the Director of Transport ?

**Mr. N. Krishna Aiyar :** But I am making that report publicly now in this honourable house. When I reached Kottarakara it was 8 A. M. that day. There was break-down and experiment after experiment was conducted there for hours. When I reached Trivandrum in the ordinary bus, it was 11 P. M. Such was my unfortunate experience.

**Mr. K. M. Kesavan :** Can the honourable member now identify that conductor who explained it in the manner represented by the honourable member ?

**Mr. N. Krishna Aiyar :** I cannot say that now. The feeling that the travelling public then had was that having paid Express fares and suffered over-crowding in an ordinary bus, the excess fares ought to have been refunded.

**Sahib Bahadur M. Sultan Muhiadheen:** (*Trivandrum and Nedumangad* cum *Chirayinkil*): സർ, ഓവർലോഡിനേയും ചാർജ്ജുകൂട്ടുന്നതിനേയുംപറ്റിയാണ് എനിക്കു രണ്ടുവാക്കു പറയുവാനുള്ളതു. ഓവർലോഡ്കേറിക്കൂടാ എന്നു പറയുന്നതിനോട് എനിക്കു അഭിപ്രായവ്യത്യാസമില്ലെങ്കിലും മിതമായ ഓവർലോഡ് കേറുന്നതിൽ തരക്കേടില്ലെന്നാണ് എനിക്കുപറയുവാനുള്ളതു്. പെട്രോളും സ്പെയർപാർട്ട്സും കിട്ടാത്തതുകൊണ്ട് ഇപ്പോൾ വണ്ടികൾ തന്നെ വളരെ കുറവാണ്. ഓടുന്ന ശ്വാസുബസുകളിൽ അധികവും പഴകിയതും വഴിയിൽ കിടക്കുന്നതുമാണ്. ഈസ്ഥിതിക്ക് മിതമായ ഓവർലോഡ് കേറിയില്ലെങ്കിൽ യാത്രക്കാക്കു വളരെ അസൌകര്യമായിരിക്കുമെന്നു പറയാതിരിക്കുവാൻ തരമില്ല. വിശേഷിച്ചും സന്ധ്യസമയത്തിനുമേൽ തിരുവനന്തപുരം മുതലായ സ്ഥലങ്ങളിൽനിന്നും കിഴക്കോട്ടോ കോട്ടയത്തേക്കോ പോകുന്ന യാത്രക്കാർ മുമ്പിലത്തെ വണ്ടിയിൽ പോയിട്ട് അതു ബ്രേക്കു ഡൗൺ ആയാൽ

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അടുത്തുപോകുന്ന വണ്ടിയിൽ കണക്കാക്കിയിട്ടുള്ള യാത്രക്കാർ ഉണ്ടായിരുന്നാൽക്കൂടി അതിൽ അവരെ കയറ്റിഅയക്കേണ്ടതു എത്രയും ആവശ്യമാണു്. അങ്ങനെ ചെയ്യാത്തപക്ഷം അതുകാരണം യാത്രക്കാർക്കു ചിലപ്പോൾ വളരെ ബുദ്ധിമുട്ടിനു കാരണമാകുന്നതാണു്. അതുകൊണ്ടു് മിതമായ ഓവർലോഡ് കേറാണമെന്നാണ് എന്റെ അഭിപ്രായം. ചാർജിന്റെ സംഗതിയെപ്പറ്റിയാണെങ്കിൽ ചെറിയ ദൂരമുള്ള സ്ഥലത്തേക്കുള്ള ചാർജ് അൽപ്പം കൂട്ടുകയല്ലാതെ ആകപ്പാടെയുള്ള ചാർജ് കൂട്ടുന്നതു ഈ ക്ഷാമകാലത്തു് വളരെ സങ്കടകരമാണ്. ഇട സ്റ്റേഷനുകൾക്കുതമ്മിലുള്ള ചാർജു കൂട്ടുന്നപക്ഷം ചെറിയ ദൂരത്തേക്കുള്ള യാത്രക്കാരുടെ എണ്ണം കുറയാനും എളുപ്പമുണ്ടു്. ബസ്സുകൾ ഗാരേജിൽനിന്നും തിരിക്കുമ്പോൾ ഡ്രൈവർമാർ അതിൽ റിപ്പയർ വല്ലതും ഉണ്ടോഎന്നു നോക്കി വല്ലതും ഉണ്ടെങ്കിൽ അതു ഗാരേജിലുള്ള ഇൻജിനീയറന്മാരെക്കൊണ്ടു തീർത്തുംകൊണ്ടു് തിരിക്കേണ്ടതാണ്. അതല്ല, വഴിയിൽവച്ചാണ് റിപ്പയർ ഉണ്ടാകുന്നതെങ്കിൽ ഉടനെ അടുത്തുള്ള ഗാരേജിൽനിന്നും ഇഞ്ചിനീയരെ വരുത്തി ബസ്സു് നന്നാക്കിച്ചുവേണം യാത്ര തുടരാൻ. ഇങ്ങനെയായാൽ അധികം ഉപദ്രവംകൂടാതെ കഴിക്കാവുന്നതാണു്.

പിന്നെ, ഇപ്പോൾ സാധാരണ ഓടുന്ന ബസ്സുകളിൽ വേനൽക്കാലത്തു് ഒരുവിധം സഹിച്ചു് കഴിച്ചേക്കാമെങ്കിലും മഴക്കാലത്തു്, ഒരു ഓവർകോട്ടോ കുടയോ ഇല്ലെങ്കിൽ ഈ ബസുകളിൽ യാത്രചെയ്യുന്നതു പ്രയാസമായിട്ടാണു് കണ്ടുവരുന്നതു്. ഈവക സംഗതികൾ ട്രാൻസ്പോർട്ട് ഡയറക്ടർ അന്വേഷിച്ചു് വേണ്ട പ്രതിവിധി ഉണ്ടാക്കണമെന്നു് അദ്ദേഹത്തോടു് അപേക്ഷിച്ചുകൊള്ളുന്നു.

**Mr. Thomas Chandy Mukkadan:** സർ, ബഹുമാനപ്പെട്ട മെംബർ മി. സുൽത്താൻ മൊഹിദീൻ പറഞ്ഞ അഭിപ്രായത്തെ പിൻതാങ്ങിക്കൊണ്ടു് ചില കാര്യങ്ങൾ പറയേണ്ടിയിരിക്കുന്നു. വണ്ടികൾ ഗാരേജിൽനിന്നും വിടുമ്പോൾ കേടുകൾ നോക്കിയല്ല അയക്കുന്നതു്. ഞാൻ കഴിഞ്ഞ ശനിയാഴ്ച മൂന്നേമുക്കാൽ മണിക്കു വിട്ട കോട്ടയം എക്സ്പ്രസ്സിൽ കയറുന്നതിനായി സ്റ്റാൻറിൽ ചെന്നിരുന്നു. അസംബ്ലി തീർന്നതിന്റെ പിറേറദിവസമായിരുന്നതുകൊണ്ടു് ആ വണ്ടികാത്തു് ധാരാളംപേർ നിൽക്കുന്നുണ്ടായിരുന്നു. അതിനാൽ എക്സ്പ്രസ്സിനുമുൻപു് ന.ക.ബ.സ. വിടാൻ തയാറായി കിടന്നിരുന്ന കൊല്ലം വണ്ടിയിൽ കയറി. വണ്ടി വിടാറായപ്പോൾ ക്ലച്ചില്ലാത്ത വണ്ടിയും കൊണ്ടു് എങ്ങനെയാണ് പോകുന്നതെന്നു ഡ്രൈവർ പറയുന്നതുകേട്ടു.



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യാത്ര ഒഴിച്ചുവക്കുവാൻ നിവൃത്തിയില്ലാതിരുന്നതിനാലും മറെറാരു ബസ് കിട്ടാൻ സൗകര്യപ്പെടാഴികയാലും ജീവനെ പണയംവച്ചുകൊണ്ട് അതിൽതന്നെ കയറി. ആ ബസ്സ് വേണ്ട സ്ഥാനങ്ങളിൽ നിത്താൻ കഴിഞ്ഞില്ല. പലരേയും അവരവർക്ക് ഇറങ്ങേണ്ട സ്ഥാനങ്ങളിൽനിന്നും കുറെരണ്ടുമൈൽ അകലെ മാത്രമേ ഇറക്കുവാൻ സാധിച്ചുള്ളൂ. ഇതേ ബസ്സിൽതന്നെ കഴിഞ്ഞ തിങ്കളാഴ്ച രാവിലെ കൊല്ലത്തുനിന്നു ഇങ്ങോട്ടും പോരുന്നതിനിടയായി. ആ ബസ്സിൽ നൂറ് ആളുകളോളം കയറിക്കൊണ്ടാണ് പോന്നതു്. മറെറാരു കാര്യം പറയാനുള്ളതു് ചില ഡ്രൈവർമാർ പോലീസ് അധികാരംകൂടി കാണിക്കുന്നുണ്ടെന്നുള്ളതിനെപ്പററിയാണ്. കൊട്ടകം നാലാംതീയതി ഉച്ചകഴിഞ്ഞുണ്ടായിരുന്ന കോട്ടയം എക്സ്പ്രസ്സിൽ ഞാൻ യാത്ര ചെയ്യുന്നതിനിടയായി. ബസ്സ് ആററിങ്ങൽ സമീപത്തായപ്പോൾ കയറിൽ ബന്ധിച്ച കന്നുമായി ഒരു സാധു എതിരെവന്നു. ബസ്സിന്റെ ഗതിവേഗതമൂലം ആ ആൾക്കു കന്നിനെ പിടിച്ചുമാററുവാൻ സൗകര്യമുണ്ടായില്ല. വിരണ്ടു പാഞ്ഞ കന്നിന്റെ കൊമ്പു് ബസ്സിന്റെ ഒരു വശത്തിടിച്ചു. ആ ജന്തു ഹോമം പററി നിലംപതിക്കുകയും ബസ്സിന്റെ കൊമ്പു് കൊണ്ട വശത്തുനിന്നും ഒരു ഭാഗം പൊളിഞ്ഞുപോകുകയും ചെയ്തു. ബസ്സിന്റെ ബാഡി കാർഡുംബാഡ്ഡ് കൊണ്ടു് സൂത്രപ്പണിയിൽ നിർമ്മിച്ചു് ചായമടിച്ചുകൊണ്ടായിരുന്നു പൊളിയാനിടയായതു്. ഈ സംഭവത്തിനിടയിൽ ബസ്സ് നിറുത്തി കന്നിന്റെ ഉടമസ്ഥനെ അറസ്റ്റ്ചെയ്തു് ബസ്സിൽ കയറിക്കൊണ്ടുപോകാൻ നിർബന്ധിച്ചു. അതിനു ഒരു മണിക്കൂർ സമയം വൃഥാ നഷ്ടപ്പെടുത്തി. ഈ സമയത്തു് കൊച്ചിൻ എം. എൽ. സി. മി. എ. ബി. സേലവും മറെറ പല മാന്യന്മാരും ബസ്സിലുണ്ടായിരുന്നു. ഞങ്ങൾ നല്ല വാക്കു പറഞ്ഞു് ഡ്രൈവർക്ക് ദോഷംകൂടാതെ കഴിക്കാൻ വേണ്ട രേഖ കൊടുക്കാമെന്നു ഉറപ്പു നൽകിയുംകൊണ്ടു് ഒരുവിധത്തിൽ വണ്ടി വിടുവിച്ചു പോയി. സാധുവും രക്ഷപ്പെട്ടു. സർ, ഞാൻ ഇതുയും പ്രസ്താവിച്ചതു് ടാൻസ്പോർട്ടുബസ്സുകൾ നടത്തുന്ന കാര്യത്തിൽ അധികാരികൾ നിരുത്തരവാദിത്വത്തോടുകൂടിയാണ് ഇപ്പോൾ പ്രവർത്തിച്ചുവരുന്നതെന്നു കാണിക്കുവാനാണ്. ഒഴിച്ചുകൂടാൻ പാടില്ലാത്ത സാഹചര്യങ്ങൾകൊണ്ടാണെങ്കിലും ബസ്സുകളിൽ കൂടുതൽ ആളു കയറുന്നതിനും ഒരു അതിരു വേണം. യാത്രക്കാരെ ശ്വാസം മുട്ടിച്ചുകൊല്ലാൻ ഇടയാകാതിരിക്കണം.

**Mr. T. K Kittan:** ഫ്രണ്ട്-ൽ ഗവൺമെൻറ് നിർബന്ധമുള്ള ഉപയോഗിച്ചാണ് ഈ ടാൻസ്പോർട്ട് ഏറെറടുത്തതു്. ഗതാഗതം മുഴുവൻ ഗവണ്മെൻറിന്റെ കൈവശം ഇരിക്കണമെന്നുള്ളതാണ് അതി

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ന്റെ ഉദ്ദേശം. പ്രധാന മാർഗ്ഗങ്ങളിലുള്ള ടൗൺസ്പോർട്ട് എങ്കിലും ഗവണ്മെൻറിന്റെ സ്വാധീനത്തിലിരിക്കണം. അതു നല്ലതുമാണ്. ഇപ്പോഴും കന്യാകുമാരിമുതൽ കോട്ടയംവരെ സർവീസ് പ്രധാനമായി നടക്കുന്നു. കോട്ടയത്തുനിന്നു കൊച്ചിക്കും അലുവാക്കും പൈൻ നീട്ടുന്ന കായ്യും ഇപ്പോൾ സാദ്ധ്യമല്ലെന്നു ഗവണ്മെൻറ് പ്രസ്താവിച്ചുകഴിഞ്ഞു. ഈ യുദ്ധകാലത്തു് അതു സാദ്ധ്യമല്ല താനും. ടൗൺസ്പോർട്ട് ഡിപ്പാർട്ട്മെൻറിന്റെ ആവശ്യത്തിലേക്ക് ഫസ്റ്റ ലക്ഷം രൂപ ഡയറക്ടർ ആവശ്യപ്പെട്ടിട്ടുള്ളതു് മുഴുവനും അനുവദിക്കണം. ഒരു കൊച്ചുകാര്യത്തിലും കുറക്കാതെ അനുവദിക്കണം. പണമില്ലെങ്കിൽ എന്തുചെയ്യും. സാമാന്യം ഒന്നാംതരം കിട്ടാതെ വിഷമിക്കുന്ന ഈ ക്ഷാമകാലത്തു് കിട്ടുന്നവ വാങ്ങിക്കാൻപോലും പണം കൊടുത്തില്ലെങ്കിൽ എങ്ങനെയാണ് ഡിപ്പാർട്ടുമെൻറു നടത്തുന്നതു്. ബസ്സിൽ ചില അസൗകര്യങ്ങളൊക്കെ ഉണ്ടെന്നും മറ്റും പറഞ്ഞുകേട്ടു. അതു സഹിക്കുകതന്നെ വേണം. യാത്ര ചെയ്യണമെങ്കിൽ അങ്ങനെയൊക്കെയുള്ള സഹനശക്തി വേണം. ബസ്സിൽ കയറിയാൽ ചത്തുപോകുമെന്നും മറ്റുമുള്ള പേടി വെറുതേയാണ്. ആകാശത്തുകൂടി പോലും യാത്ര ചെയ്യാൻ ആളുകൾക്ക് ഇപ്പോൾ പേടിയില്ല. അങ്ങനെയിരിക്കെ നിലത്തോടുന്ന ബസ്സുകളിൽ ഉപദ്രവങ്ങളുണ്ടാകുമെന്നുള്ള പേടി അടിസ്ഥാനരഹിതമാണ്. ബസ്സുകളുടെ എണ്ണം കുറവായതുകൊണ്ട് കൂടുതൽ ആളു കയറി എന്നു വരാം. ആളുകൾ അതിൽ കയറിത്തന്നെ തീരണമെന്നു അവർ നിർബന്ധിക്കുന്നില്ല. വേണ്ട ആളുകൾ ഇരിക്കാനും ഒരു പേർ നിൽക്കാനും അവർ സമ്മതിച്ചിട്ടുണ്ട്. സ്ഥലമില്ലെന്നു പറഞ്ഞാൽ ആളുകൾ കേൾക്കുകയില്ല. പിന്നെ കയറിക്കൊള്ളട്ടെ, നിൽക്കുകയോ ഇരിക്കുകയോ തൂങ്ങിക്കിടക്കുകയോ ചെയ്തുകൊള്ളട്ടെ. വയ്ക്കുത്തായലത്തിൽ പട്ടി കയറുന്ന തിരക്കുപോലെയാണു ടൗൺസ്പോർട്ട് ബസുകളിൽ യാത്രക്കാർ ബഹളം കൂട്ടുന്നതെന്നു ശ്രീ. അനന്തശിവയ്യർ പറഞ്ഞു. ഞാൻ പറയുന്നതു് ഈച്ചയും കൊതുകും പറന്നുപറന്നുമായി കേറുന്നതിലും കഷ്ടമായ തരത്തിലാണെന്നു്. നാല്പതും അൻപതും വണ്ടികൾ ഓടിപ്പിച്ചിട്ടുള്ള യേനിൽ ആളുകൾ കയറുന്ന ബഹളം ഓർത്തുനോക്കിയാൽ ബസ്സിന്റെ കാര്യം വെറും തുശ്ചം.

ഈ ബഡ്ജറ്റ് സ്പീച്ച് ഫോർപേജ് നമ്പർപ്പാരായിൽ കാഷ് സിസ്റ്റുപ്രകാരവും കുടിശ്ശികസിസ്റ്റുപ്രകാരവുംഉള്ള കണക്കുകൾ കാണിച്ചിരിക്കുന്നു. ഇവ തമ്മിൽ വലിയ വ്യത്യാസമുണ്ട്. കണക്കു രൂപ ചക്രം കാശാ

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[Mr. T. K. Kittan]

ണെന്ന ഫിനാൻഷ്യൽ സെക്രട്ടറി സമ്മതിക്കുമെന്ന വിശ്വസിക്കുന്നു. ഫ്രന്റ്-ൽ സ്വല്പംആശ്വാസമായി കിട്ടിയതല്ലാതെ നാളതു ഒരു ലാഭവും ഇല്ലെന്ന ഫിനാൻഷ്യൽസെക്രട്ടറി അവർകളും പറയുന്നു. സായ്പിന്റെ കണക്കുകൾ നോക്കാം. കഴിഞ്ഞയാണ്ടും ഇങ്ങനെ ഒരു ഷീറ്റ് ഹാജരാക്കി. മിഥുനം മുതൽ-വരെയുള്ള കണക്കുകൾ റെഡി. കഴിഞ്ഞയാണ്ടിൽ മുടക്കു,൩൦൦൦ രൂപ മിച്ചമായിട്ടുണ്ടായിരുന്നു എന്നു കാണുന്നു. പരിഷ്കൃതരീതിയിലുള്ള കണക്കും മറ്റുമെല്ലാം ഉണ്ടാക്കിയതും നമ്മുടെ നാട്ടിൽ കൊണ്ടുവന്നതും സായ്പ്പന്മാരാണ്. അതുകൊണ്ടു അവർക്കാണു അതിൽ കൂടുതൽ നിശ്ചയം. അതിനാൽ എനിക്കു തോന്നുന്നതു, സായ്പ്പിന്റെ കണക്കു ശരി, ഫിനാൻഷ്യൽസെക്രട്ടറിയുടെ കണക്കു തെറ്റു എന്നാണു്. ഫിനാൻഷ്യൽസെക്രട്ടറിക്കു തെറ്റിപ്പോയിട്ടുണ്ടെങ്കിൽ അദ്ദേഹം അതു ശരിപ്പെടുത്തുമെന്നു വിശ്വസിക്കുന്നു.

**Mr. E. G. Salter:** Sir, I very much appreciate the constructive criticisms which the honouroble members have given praticularly with reference to overcrowding. The Department is now doing its utmost in these directions. Some of the suggestions which the members have given are valuable. I am particularly referring to the suggestion of Mr. Kuruvilla that the buses should stand at the starting point for a longer period. The Express buses are expected to stand for 15 minutes and the other buses to stand for 10 minutes. I am proposing to have all these buses standing at the starting point for 15 minutes. But I do not think it is possible to prevent overcrowding. In 15 minutes 60 people may endeavour to get into one bus instead of waiting for the next bus which will come along after 10 minutes. The District Inspector will have to scratch his head and decide whether he should send away the bus which is full or wait till the scheduled time. I should like to bring to the notice of the members of this House that in spite of all the propaganda of the Government of India and the Government of Travancore, the Transport Department is to-day carrying 45,000 more passengers per month with the same number of buses. What is the solution for it?

**Mr. James Fletcher:** Increase the number of buses.

**Mr. E. G. Salter:** If the honourable member will tell me where I can buy one new bus, I shall be delighted to buy it at whatever cost.

**Mr. V. Sankara Menon:** How many buses are unserviceable in the Department?

**Mr. E. G. Salter:** If the honourable member means buses which are possible of being put on the road or which require rebuilt bodies the total numbar is 24. But every one of them can be, and are being, made serviceable.

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There was some statement about minimum fares. The Department has introduced Chs. 3 as the minimum fare, which has not solved the problem. But in reference to a suggestion that fares should be increased all round, in an endeavour to restrict the number of passengers, some Honourable members say that the poor people cannot pay. But it is an acknowledged fact that the present earning factor per capita is greater than it has been for 20 years. A student of economics will probably be aware that very reliable trade barometer exists in two forms, (i) the consumption of alcoholic liquor and (ii) the number of passengers who use public transport both of which figures show a very acute upward course. That does not appear to indicate the poverty of the people to which some honourable members referred. Cost of materials and parts have increased in some instances by 300 per cent. That incidentally is my reply to the honourable member who complains that 4% return on the capital invested is inadequate. He does not remember the fact that over and above this 4% Government are already taking 4% as interest on capital, which together make a total return on capital of 8%.

One honourable member, Mr. Ananthasiva Aiyar, suggested that the Department could get rid of overcrowding troubles by handing over some of the routes to independent operators.

Even for independent operators vehicles are not available and they will face even greater difficulties than the Transport Department in obtaining supplies of spare parts. I do not consider the suggestion will overcome the trouble.

In regard to the drivers carrying out repair works, it is true perhaps in certain minor cases they may be able to do so, but—

**Mr. T. Krishna Pillai**: May I know, Sir, whether a misfiring plug can be rectified easily?

**Mr. E. G. Salter**: I may inform the honourable member that if only one plug is misfiring the driver can carry on till the end of the journey.

**President**: Order, order. Time for the demand is over.

The question before the House is that a sum of Rs. 16,46,304 be granted under Demand IX—Commercial Transport.

The motion was put and carried. The grant was made.

## DEMAND X—CLAY REFINING AND PORCELAIN FACTORY

**Sardar Dogar Singh** (*Ceramic Expert*): I beg to move for a grant of Rs. 3,39,900 under Demand X—Clay Refining and Porcelain Factory.

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